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CZECHOSLOVAKIA
ORGANIZATION OF THE CZECHOSLOVAK AUTO-
MOBILE TRANSPORTATION NATIONAL COR-
PORATION IN BRATISLAVA

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INTELLOFAX 5
FORM NO. 51-61
MAY 1949

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CLASSIFICATION

CENTRAL INTELLIGENCE AGENCY

REPORT NO.

INFORMATION REPORT

CD NO.

COUNTRY Czechoslovak

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SUBJECT Organization of the Czechoslovak Automobile Transportation National Corporation in Bratislava

NO. OF PAGES

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Attached for your retention is a 15-page raw report on the organization of the Czechoslovak Automobile Transportation National Corporation.

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CSAD / Czechoslovak Automobile Transportation, National Corporation /.

The Area Management in BRATISLAVA, Klemensova 10.

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CSAD, as all other forwarding-business, is subordinate to the Board of Commissioners of Transportation / Povereníctvo dopravy/. The latter is subordinate to the Ministry of Transportation.

CSAD itself was subordinate both the CSAD Central Management in PRAHA and , as it was already mentioned, to the Board of Commissioners of Transportation.

Organization :

CSAD in Slovakia was divided into county branch-offices that were located in seats of county towns. The affiliated transportation firms are generally autonomous and are subordinate to the CSAD county branch-office only in matters of planning.

Every CSAD county branch-office as well as the transportation firm in question have several buildings where they meet their customers.

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CSAD County Management consists of / altogether it employs 180 persons / :

a. The planning section.

This section takes care of the planning and plans in detail for one year in advance.
The State Planning Office sends to CSAD Area Management the total plan, i.e. the needed transportation in the following year. Later on CSAD County Management sends partial plans to the County branches, branch-offices and transportation firms. These divide the partial plan and allot its parts to their employees. The plan is also coordinated with repairs and then the coordinated plan is sent the same way back to the State Planning Office.

The planning section is also in charge of planning requirements of the own enterprise, building and non-building investment and material supply.
In the planning section there are employed about 30 persons.

b. Commercial section.

It is charged with making good use of vehicles, it coordinates the transportation in such a way that there are as little losses as possible. At the same time it tries to attain the best factor of the utilization of the vehicles.
This section also elaborates time tables for transport of persons.
To the commercial section is subordinate

Legal office

that is in charge of settling legal affairs concerning

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the whole entreprise, suchas the nationalization of private firms, making contracts, etc.

c. Operation section.

It is in charge of:
1. operation activities 2. transportation activities
3. building up of storages, waiting-rooms, etc.
4 providing spare parts, materials, etc.

d. Financial section

It invoices the amounts, pays wages and salaries and generally is charged with the financial affairs of the enterprise.

e. Section of cadre affairs

takes care of the political reliability of employees. It also decides the transfers of employees.

Planned changes in organization from January 1, 1952.

Till January 1, 1952 area management is either to be dissolved or its staff is to be reduced. It would employ about 30 persons that is less than a half of the number of present employees. The activities of the area management are to be transferred to every single county management that are to be directly subordinate to the Central Management in PRAHA. Some of Area Managements' employees are to be

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transferred to county managements, some are to be employed at the Board of Commissioners, some are to stay with the management and the rest will be sent by Labor Exchange to manual work.

Automobile transportation at present.

At present the total number of vehicles is about 3000 / buses, trucks and motor-cars/. These cars include makes of all kinds, one half of them are vehicles of Czech production, i.e. TATRA, SKODA, PRAGA, MINOR. The other half includes vehicles of foreign production, such as : CHEVROLET, STUDEBAKER, FORD CANADA, FORDSON, BORGWART, MERCEDES, KRUPP, HANOMAG, SAURER, IHC, CTLD, GMC, FIAT, OSEPEL.

All vehicles, whether home made or imported, suffer from careless maintennance service. The negligence is based on low "labor moral" of the employees. Due to it the percentage of vehicles that are repaired and can't be used is some 30 - 50% of all cars.

The quality of new Czechoslovak vehicles is very low. Very often CSAD is obliged to make extensive repairs on the vehicles after having driven them some 30,000 km. The greatest drawback of Czechoslovak biggest trucks of make SKODA 706 R-0 / 7-tons /, that are equipped with a Diesel-engine of 140 H.P., is the cracking of their engine heads. The reason for it is predominantly the shortness of alloying additions, esp. of nickel. Another reason besides the low quality, is the unsuitable construction. Due to all this reasosn the % of supairs is very high. Though formerly the cracking of engine heads occurred after 3000 - 5000 km of driving, lately the heads cracked already after 200 - 300 km.

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[redacted] For production of engine heads for SKODA 706, by [redacted] the heads do not achieve even the strength of 14 Kg on 1 square milimeter. The required strength is more than 20 kg. This is one of the reason why the heads crack.

There is a great shortage of engine heads. The shortage causes that many vehicles are not driven.

Engine heads repaired by welding do not serve any longer than new ones. Recently crankshafts have been cracking, too.

Another stumbling block is the shortage of spare parts and components. This shortage is already having disastrous effects. The shortage applies also to foreign cars. If CSAD cannot import the spare part, then it is manufactured in CSR. Owing to the low quality of raw materials that are at disposal, the spare part is also of bad quality.

Tires.

Generally speaking tires made in CSR / GOTTWALDOV and PUCHOV and VAHOM in Slovakia / are of low quality. They are defective and service life is very short.

Accidents :

The reason of frequent accidents, the percentage of which is rising continually, are :
material of low quality / engine-heads, tires, defects of journals, brakes, etc./ and the exhaustion of drivers who

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very often are driving motor vehicles even for 15 hours daily. They are driving so in order to earn a higher salary.
CSAD and SNB try hard in all cases of accidents to keep secret the real causes and charge the drivers with careless driving or with having been drunk.

A high persentage of all accidents occur at unprotected railway crossings.

Workshops for repairs.

Workshops for repair try to lower the persentage of repairs. They are attached to every CSAD-entreprise and to the County Manngement. They make only small repairs whereas extensive repairing is done at present by:

a. Workshop for repairs No.1405 in BRATISLAVA, Cesta Februarovoho Vitazstva
b. Workshop ZVOLEN No.1505 at ZVOLEN
c. Planned Workshop for repairs at BANSKA BYSTRICA. This workshop is not yet built but in the technical respect is already prepared.
d. A large workshop for repairs at KOSICE that is being built.

a. The Workshop No. 1405.

This workshop is situated in the rooms of the former factory MERCEDES in BRATISLAVA. It consists of : the main halls used for repairs, office-buildings, a yard and 2 smaller halls also used for repairs.
The main hall is about 70 metres long and about 30 metres wide. It consists of the following shops:

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1st shop : it is a workshop for repairs of chassis, engines and partly also car bodies are repaired here.

2nd shop : it is a mechanical workshop equipped with 6 lathes, 1 large drilling machine, 1 large grinding machine for grinding of blocks, 1 honing machine / for grinding /, about 2 large drilling machines, 1 shaping machine / horizontal slotting machine /, 1 cutter. It is also equipped with smaller boring and honing machines. Besides that, there is installed a machine for grinding off and equalizing of crankshafts, 1 hydraulic press for pressing in bearings, 1 gas furnace for lining of bearings. It is also equipped with a few smaller drilling and grinding machines.

3rd shop : is a smithy equipped with 1 power hammer make AJAX. It also includes an electrical workshop that is equipped with a testing machine for starters and dynamos, 1 smaller mechanical lathe and other machines and tools.

The whole workshop employes approx. 180 persons. This number includes 11 experts and the rest consists of apprentices and auxiliary workers.

At present the real capacity of the workshop is to make 9 extensive motorcar repairs in a month. The capacity is relatively low and is influenced by bad labor organization, poor conditions of the vehicles, shortness of spare parts and especially by low labor moral. /

b. Workshop No. 1615.

This workshop was newly built and is located some 500

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metres to the south of SVOLEN's railway station. The work in it was to start on July 1, 1951 but had 1 month delay.
It consists of:
1. The main hall for repairs
2. Auxiliary workshops for repairs, the building of which has not yet been finished.
3. Office buildings.

1. The main hall

is about 100 metres long and about 29 metres wide.

The machinery equippment was already delivered but was not yet installed. It has not been inartalled for shortage of manpower and for the building having not yet been finished.

The delivered machines include:
approx. 10 lathes, most of them high-speed SV 18,
3 large drilling machines, 5 small drilling machines,
1 large horizontal grinding machine BH 500,
1 horizontal boring machine, 1 machine for grinding,
1 cutter FU 30, 1 slotting machine, 1 shaping machine, shears for sheets, 1 power hammer AJAX, middle-sized, 2 200 K.H. hydraulic brakes of Austrian production.
The main hall is equipped with a crane trolley with carrying capacity of 5 tons.

At present about 35 workers work there. The real capacity of the workshop is to make 6 extensive motorcar repairs in a month. Of course this capacity applies to the present state. The planned capacity, supposing that there work 140 employees, is 16 extensive rapairs in a month. This workshop is to repair only cars make SKODA of type 706 R - RO.

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c. Designed workshop MOTOR ŠKODA.

The project of this workshop for repairs is designed by STAVOPROJEKT BRNO, National Corporation, Kolbizna 2 ?. / The chief designer is Ing. SZANTO, an employee of STAVOPROJEKT BRNO./

The hall for repairs is about 180 metres long and about 120 meters wide. To the hall are also attached stores, workshop for production of heating power and office buildings. In the hall there are to be made repairs of cars make ŠKODA 706 R - RO on assembly lines. ČSAD wanted to use generally these cars on nearly all its lines.

The interior of the hall is to have the following sections:

6 parallel assembly lines running all along the hall
1 mechanical workshop
1 electrical engineering workshop
1 smithy
1 device for annealing of components,
a room with hydraulic brakes / for running in engines /,
varnisher's shop with a sucking off device,
1 store of tires
tool room
shop for repairs of radiators,
shop for repairs of engines and
a shop for repairs of axles.

The repair of a car will go on in this way:
1. car washing
2. dismantling of the body
3. dismantling of the engine
4. dismantling of the chassis

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The assembly will go on in the opposite direction. The assembly line ends with a varnisher's shop.

Machinery equipment:

It includes approx. 15 / planned / lathes, most of them high-speed, 2 heavy cutters and 3 cutters FU 32, 1 boring machine [illegible] / of Swiss made - it is to be delivered from Swiss/, 1 usual vertical boring machine, 2 honing machines, planing machines, about 2 shaping machines, about 3 heavy large drilling machines, about 7 small drilling machines, 1 grinding machine for equalizing shafts, 1 horizontal grindstone for grinding of blocks and heads BN 500 /?/.

The smithy is to be equipped with a pneumatic power hammer having a 50 kg hammer head, it is to have also hardening furnaces, a truck hardening furnace that may reach the heat of 900 grades. It is to be used for hardening of motor car springs and parts. There are to be 2 smith's forges for case-hardening / surface hardening /.

The total number of employees is planned to reach 410 persons. The planned annual capacity is making 400 extensive motor car repairs / approx. 3 cars in 2 days /.

This workshop for repairs is to be built in the vicinity of the village [illegible] near BANSKA BYSTRICA. The construction work is to start in 1952 and it is to be finished by the end of 1953.

d. Workshop for repairing at [illegible]OSICE

is being built and its building is to be finished by

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June of 1952. Its capacity of repairs is to be approx. the same as that of [illegible]VA, i.e. 7 - 8 cars in a month.

All CSAD County Management and CSAD transportation enterprises are equipped for making motor-car repairs. Their monthly average capacity is: 1 extensive repair, besides all current repairs that they have to make themselves. All CSAD enterprises of this kind are equipped with 2 - 3 lathes, 1 cutter, 1 large and 1 small drilling machine. CSAD-plant STRBA or other larger workshops are charged with re-grinding of shafts.

All workshops, there are about 100 in Slovakia, are subordinate to CSAD County Management and to CSAD transportation enterprises.

The total number of all CSAD employees is approx 8000 persons.

/ Remark: half a year ago a workshop repaired a truck of type ZIS /USSR/ the consumption of which was at that time 30 litres of gasoline for 100 kilometres./

Lately the plant AVIA / [illegible]A - CHLAKOVICE /, that was manufacturing trucks SKODA 706, stopped the production of them. In future it will produce only planes. The motor-car plant is to be removed but it is unknown where. The original capacity of production was approx. 17 heavy trucks a day.

The deliveries of new vehicles for CSAD were restricted lately. Later on they were even stopped at all. The reason for this measure is that the Army gets all new vehicles.

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A New System of Wages, the so-called "Real Piece Rates"
/ Ryzi dkol /

CSA introduced it about half a year ago. Due to these piece-rates the employees are paid only for the work they have really done. This piece rates system caused a general dissatisfaction among the employees and badly influenced the "labor moral" that had been low ever before its introduction.

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